

**National Transportation Safety Board
Washington, DC 20594**

Brief of Accident

Adopted 04/01/2003

DEN02LA088		08/04/2002		Englewood, CO		Aircraft Reg No. N238SP		Time (Local): 11:40 MDT			
Make/Model:		Cessna / 172S				Fatal		Serious		Minor/None	
Engine Make/Model:		Lycoming / IO-360				Crew		0		0	
Aircraft Damage:		Substantial				Pass		0		0	
Number of Engines:		1									
Operating Certificate(s):		None									
Type of Flight Operation:		Instructional									
Reg. Flight Conducted Under:		Part 91: General Aviation									
Last Depart. Point:		Same as Accident/Incident Location				Condition of Light:		Day			
Destination:		Local Flight				Weather Info Src:		Weather Observation Facility			
Airport Proximity:		On Airport				Basic Weather:		Visual Conditions			
Airport Name:		CENTENNIAL				Lowest Ceiling:		None			
Runway Identification:		17R				Visibility:		10.00 SM			
Runway Length/Width (Ft):		10002 / 100				Wind Dir/Speed:		/ 004 Kts			
Runway Surface:		Asphalt				Temperature (°C):		27			
Runway Surface Condition:		Dry				Precip/Obscuration:		None / None			
Pilot-in-Command		Age: 36				Flight Time (Hours)					
Certificate(s)/Rating(s)						Total All Aircraft:		466			
Flight Instructor; Commercial; Multi-engine Land; Single-engine Land						Last 90 Days:		41			
Instrument Ratings						Total Make/Model:		347			
Airplane						Total Instrument Time:		79			

The pilot receiving instruction was flying the airplane from the right seat. He made four touch-and-go landings. The fifth approach was normal, with a flap setting of 30 degrees, but the flare was too high and the airplane landed hard and bounced. The pilot added full power and began to fly down the runway for a go-around. The instructor "adjusted the flap position and the airplane lost all lift and fell to the runway." The airplane slid across a grassy area and came to a halt on the taxiway.

Brief of Accident (Continued)

DEN02LA088				
File No. 12758	08/04/2002	Englewood, CO	Aircraft Reg No. N238SP	Time (Local): 11:40 MDT

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) FLARE - IMPROPER - DUAL STUDENT
2. ABORTED LANDING - INITIATED - DUAL STUDENT
3. (C) RAISING OF FLAPS - PREMATURE - PILOT IN COMMAND(CFI)
4. STALL/MUSH - INADVERTENT - DUAL STUDENT

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
the instructor's inadequate supervision of the flight and his premature raising of the flaps, resulting in a hard landing.